



## **CITY OF KIRKLAND**

### **Department of Public Works**

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## **MEMORANDUM**

**To:** Tony Leavitt, Senior Planner

**From:** Thang Nguyen, Transportation Engineer

**Date:** November 17, 2015

**Subject:** Firwood Plat Traffic Impact Analysis Review, Tran15-00817, SEP15-01333.

This memo summarizes my review of the traffic impact analysis report dated June 17, 2015 *Firwood Plat Traffic Impact Analysis* prepared by TraffEx Northwest Traffic Expert for the proposed redevelopment of a mobile home park. My findings and recommendations are summarized below followed by my review comments on the traffic impact analysis report.

### **STAFF FINDINGS**

The proposed project will not create significant SEPA traffic impacts that warrant specific off-site transportation mitigation.

### **STAFF RECOMMENDATIONS**

#### ***SEPA Mitigation***

Staff does not recommend any SEPA traffic mitigation because the proposed project will not create significant off-site SEPA related traffic impacts.

#### ***Public Works Permit Conditions***

Unless the applicant would like to challenge impact fee calculated in this memo, the applicant shall pay the net new impact fee as calculated in Table 1 of this memo. If the applicant chose to challenge the calculated net new impact fee, the applicant may request for an independent fee calculation by submitting the request to me along with local trip data with an analysis to why staff's calculation is incorrect or inappropriate.

#### **Project Description**

The applicant proposed to replace the 31 existing mobile homes with 19 single-family homes. The project is located at 12342 93<sup>rd</sup> Lane NE. The proposed project is anticipated to be completely built and occupied by the end of 2017. The project is forecasted to generate 144 less net daily trips, 4 additional net new PM peak hour trips and one less net AM peak hour trips.

## **TRAFFIC CONCURRENCY**

Developments are tested for traffic concurrency and passed. A concurrency test notice was issued on May 19, 2015. Per *Section 25.10.020 Procedures* of the KMC, the Concurrency Test Notice will expire in one year (May 19, 2016) unless a development permit and certificate of concurrency are issued or an extension is granted.

### ***Concurrency Appeal***

The concurrency test notice may be appealed by the public or by an agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25.

## **TRAFFIC IMPACT ANALYSIS**

A traffic impact analysis is required for SEPA review. The scope of analysis was approved by the City Transportation Engineer and the traffic impact analysis report was completed in accordance to the City of Kirkland TIA guidelines. Since the number of net new PM peak hour trips forecasted to be generated by the proposed project will not have more than 1% proportional share impact at any street intersections, the scope of the traffic impact analysis was limited to the project frontage. More specifically, the scope was limited to analyzing the project's driveway for safety and level of service operation. In addition, a review of traffic accident was required for NE 124<sup>th</sup> Street between 100<sup>th</sup> Avenue NE and 93<sup>rd</sup> Avenue NE.

The project driveway was calculated to operate at a good level of service, LOS-B, with the full occupancy of the development site. It is forecasted that the traffic operation at the project driveway will not traffic queue problem on NE 124<sup>th</sup> Street.

There is clear sight distance to adjacent driveways and the project driveway was surveyed to meet the City's recommended sight distance requirement of 280 feet. Therefore, the location of the project driveway will not have a significant impact to the adjacent driveways and intersection. It is forecasted that the project driveway will operate safely.

### ***Traffic Collision Analysis***

The traffic consultant reviewed the latest historical traffic accident data between 2011 and 2014 and found very few accidents (three accidents). The accidents did not show a specific pattern of accident nor did it identified roadway deficiency that would create more conflict due to increase of vehicular traffic volume. All the accidents were due to the drivers' inattentiveness and vehicle malfunction.

## **TRANSPORTATION IMPACT FEE**

Per City's Ordinance 3685, Transportation Impact Fees is required for all developments and is calculated based on the most updated Transportation Impact Fee Schedule, January 1, 2015. Road impact fees are used to construct transportation capacity improvements throughout the City to help the City maintain traffic concurrency.

The calculation of impact fee calculated within the traffic impact analysis report is incorrect. Although there is not a specific impact fee rate for mobile home, mobile home is considered to fall under the multi-family category since each mobile home is not on its separate legal lot. Table 1 summarizes the road impact fee calculation for the proposed project.

Table 1. Road Impact Fee

	<b>Size (units)</b>	<b>Impact Fee Rate</b>	<b>Assessed Impact Fee</b>
<b>Proposed Single-Family</b>	19	\$3,942 per unit	\$74,898
<b>Exiting Mobile Homes (multi-family)</b>	31	\$2,311 per unit	\$71,641
<b>Net New Impact Fee</b>			\$3,257

cc: Vincent J. Geglia, TraffEx  
John Burkhalter, Senior Development Engineer